Message

From: Charmley, William [charmley.william@epa.gov]
Sent: 2/6/2018 4:16:54 PM
To: Blubaugh, Jim [Blubaugh.Jim@epa.gov]; Grundler, Christopher [grundler.christopher@epa.gov]; Cook, Leila [cook.leila@epa.gov]; Bunker, Byron [bunker.byron@epa.gov]
CC: Simon, Karl [Simon.Karl@epa.gov]; Hengst, Benjamin [Hengst.Benjamin@epa.gov]
Subject: FW: Lately from the ICCT: A roundup of recent research and analysis, February 2018: Report on international vehicle emission compliance programs
Attachments: ICCT, C&E-Report_Fact-Sheet_vF2, November 2017.pdf; PV-C&E-global-baseline-assessment_ICCT-report_14112017_vF.PDF

Dear all –

This email is informational – no action items for anyone.

This may be old news, but in this mass mailer from ICCT below, I noted the following paragraph;

> **Strengthening an essential component of emissions regulation**
>
> The Dieselgate scandal and subsequent developments have highlighted the urgent need to build governments' capacity to monitor and enforce compliance with motor vehicle emissions standards.
>
> As an essential first step toward that goal, in 2017 ICCT undertook the first comprehensive baseline assessment and comparative evaluation of compliance and enforcement programs worldwide.
>
> See here for a concise fact-sheet summary. On the staff blog, Zifei Yang has a look at one of the factors that make Japan's compliance and enforcement program one of the world's best, and Ben Sharpe
>
> considers what the baseline report has to say about Canada's program.
>
> Making sure that regulators charged with enforcing progressive vehicle emissions and efficiency standards have the knowledge and the tools to do so will be one of ICCT's highest priorities in the coming years,
>
> so look for our library of research and resources bearing on that challenge to grow. Another early contribution: this hot-off-the-press overview of remote sensing, an emissions measurement technique
>
> that has been used for more than 25 years to evaluate emissions from passing motor vehicles in real-world driving, and the cornerstone of ICCT's collaboration in The Real Urban Emissions Initiative.
>
> Much more on that to come in future updates.

This paragaph links to 2 documents which I have attached. One is a 3 page Fact Sheet that I read, the other a 92 page report which I did not. The Fact Sheet includes the following table.

I didn't realize the South Korean's program was so good – must have been a push for the Winter Olympics.

Thanks
Bill

EVALUATION OF BEST PRACTICES FOR COMPLIANCE AND ENFORCEMENT PROGRAMS IN MAJOR VEHICLE MARKETS

Region/country		Best Practices						
		Establish clear legal authority	Avoid conflicts of interest	Obtain the necessary resources	Conduct reliable testing and checks at all stages of production and use	Use corrective actions	Prioritize data and information transparency	Create a roadmap for program development
Asia	China	●++	●+	●+	●++	●+	●	●+
	India	●+	●+	●+	●+	●	●	●+
	Japan	●++	●++	●+	●++	●++	●	●+
	South Korea	●++	●++	●++	●++	●++	●+	●+
Europe	EU	●	●+	●+	●	●+	●	●+
	France	●+	●	●+	●+	●+	●	●+
	Germany	●+	●	●+	●+	●+	●	●+
	UK	●+	●	●+	●+	●+	●+	●+
North America	California	●++	●++	●++	●++	●++	●+	●+
	Canada	●+	●++	●+	●++	●	●	●+
	Mexico	●+	●+	●	●	●	●	●
	U.S.	●++	●++	●++	●++	●++	●+	●+
South America	Brazil	●++	●+	●+	●	●+	●	●
	Chile	●+	●+	●+	●+	●	●+	●+

● The country does not sufficiently meet any criteria for this practice.
● + The country meets some criteria for this practice.
● ++ The country meets all criteria for this practice.

From: International Council on Clean Transportation [mailto:communications=theicct.org@mail243.suw14.mcdlv.net]
On Behalf Of International Council on Clean Transportation
Sent: Tuesday, February 06, 2018 11:03 AM
To: Charmley, William <charmley.william@epa.gov>
Subject: Lately from the ICCT: A roundup of recent research and analysis, February 2018

A roundup of recent work from the ICCT

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icct THE INTERNATIONAL COUNCIL ON Clean Transportation

Technical research and analysis for environmental regulators

Controlling black carbon emissions from ships

The International Maritime Organization meets this week in London. Two recent ICCT reports were submitted for the meeting. *Black carbon emissions and fuel use in global shipping* is an updated global emissions inventory based on new emission factors and satellite ship positioning data. It analyzes

potential control measures to show that switching from heavy fuel oil to cleaner distillate fuels and deploying diesel particulate filters could reduce ship black carbon by at least 93%. Meanwhile, this new study indicates that GHG emissions from global shipping are rising despite improvements in operational efficiency, driven by rising demand and an associated rise in fuel consumption.

On the staff blog, Dan Rutherford and Biswajoy Roy delve into some details and implications of the GHG emission trends analysis (here and here). See also Bryan Comer on one impediment to commonsense efforts to control black carbon emissions. Lastly: late last year ICCT hosted a technical workshop on measuring black carbon emissions, the fourth meeting in a series begun in 2014. A summary of the outcomes of that workshop was also submitted by Finland and Norway to this week's IMO meeting; see here for details.

Airline fuel efficiency

In rapid succession around the new year ICCT's aviation team released three new studies of passenger airline fuel-efficiency performance. First came the latest update in a series dating back to 2010 evaluating fuel efficiency and CO_2 emissions of U.S. carriers on domestic operations—a progress report characterized by the lack of much progress. This evaluation of 10 routes linking Canadian and U.S. cities in 2016–2017 followed. More than 27 million passengers flew between the United States and Canada in 2016, a number likely to double over the next two decades. Finally, this study compared the fuel efficiency of 20 airlines operating nonstop flights between the mainland United States and East Asia and Oceania. It documents a remarkable 64% gap between the most-efficient and least-efficient carriers.

The transpacific study forms a matched pair with this evaluation of transatlantic carriers published in 2015. See here for a concise summary, or these articles in the Financial Times, Guardian (Australia), Bloomberg, and the South China Morning Post.

Strengthening an essential component of emissions regulation

The Dieselgate scandal and subsequent developments have highlighted the urgent need to build governments' capacity to monitor and enforce compliance with motor vehicle emissions standards. As an essential first step toward that goal, in 2017 ICCT undertook the first comprehensive baseline assessment and comparative evaluation of compliance and enforcement programs worldwide. See here for a concise fact-sheet summary. On the staff blog, Zifei Yang has a look at one of the factors that make Japan's compliance and enforcement program one of the world's best, and Ben Sharpe considers what the baseline report has to say about Canada's program.

Making sure that regulators charged with enforcing progressive vehicle emissions and efficiency standards have the knowledge and the tools to do so will be one of ICCT's highest priorities in the coming years, so look for our library of research and resources bearing on that challenge to grow. Another early contribution: this hot-off-the-press overview of remote sensing, an emissions measurement technique that has been used for more than 25 years to evaluate emissions from passing motor vehicles in real-world driving, and the cornerstone of ICCT's collaboration in The Real Urban Emissions initiative. Much more on that to come in future updates.

Also of note

South Africa's new passenger vehicle CO_2 emission standards

Assesses the market in South Africa and evaluates benefits of adopting fuel economy and CO_2 emission standards in those vehicles.

Cost-effectiveness of fuel-efficiency technologies for long-haul tractor-trailers in the EU

Summarizes the cost-benefit potential in Europe of available efficiency technologies in the near term and emerging technologies in the longer run. (Fact sheet)

China's New Energy Vehicle mandate

An overview of how the NEV mandate will work, summarizing differences between the interim proposal and this final rule, and evaluating impacts.

The European Commission regulatory proposal for post-2020 CO_2 targets for cars and vans

Assesses key elements of the November 2017 European Commission proposal as it went to the European Parliament and the European Council.

Diesel-Pkw: Rückgang des Marktanteils bleibt ohne negative Folgen für Klimaschutzziele

Vor diesem Hintergrund sollte ein Festhalten an der derzeitigen Subvention von Dieselkraftstoff für Pkw kritisch hinterfragt und eine Angleichung der Steuersätze für Diesel und Benzin in Erwägung gezogen werden.

From the staff blog

Uwe Tietge, 2017 year in review: European diesel down, electric vehicles on the rise

John German, U.S. fuel economy trends reflect a business strategy, not a technology challenge

Zifei Yang, Should Peru implement a fuel economy feebate system?

Peter Slowik, The future of transportation: Autonomous and . . . internal combustion?

Rachel Muncrief and Josh Miller, Scott Pruitt's EPA wants to resurrect the dirty diesel